

Intimation.

CHOICE AUSTRALIAN WINES
FROM THE CELEBRATED
COOLALTA VINEYARDS,
NEW SOUTH WALES.

THE COOLALTA WINES which we are introducing here for the first time give an unexpected opportunity to Wine Connoisseurs to sample really HIGH CLASS AUSTRALIAN WINES of low alcoholic strength. COOLALTA WINES cannot be surpassed for their absolute Purity, High and Even Quality, Bland, and soft delicate flavor; and, being the natural product of the grape, they are specially recommended by the Medical Faculty of New South Wales. COOLALTA WINES have obtained the HIGHEST AWARDS at all the principal International Exhibitions of the World. A careful Analysis of these Wines was recently made by the Government of New South Wales. They were found to be PERFECTLY PURE, SOUND and THOROUGHLY FERMENTED WINES. SAMPLES may be had FREE on application to

W. O. CAMPBELL,
Hongkong Hotel,
Hongkong, 4th February, 1897. [245]

To-day's Advertisements.

PUBLIC AUCTION
OF
OLD CHINESE PORCELAIN AND
CURIOS.

THE Undersigned will offer for Sale
by
PUBLIC AUCTION
ON
SATURDAY, the 13th February, 1897,
commencing at 2.30 P.M.,
at his SALES ROOMS, DUNDRELL STREET,
(from the well-known SUI HING LOONG
CURIO-SHOP, PEKING),
A FINE COLLECTION OF
OLD CHINESE PORCELAIN,
Comprising:—
SPECIMENS from the MING DYNASTY,
the Relics of KANGHI, YUNG CHING,
K'UNG-LUNG, K'UNG-LUNG, &c., such as VASES,
JARS, CUPS, BOWLS, PLATES, DISHES,
PLAQUES, ORNAMENTS, &c.
OLD PEKING CLOISONNE, OLD
BRONZES,
PEKING SNUFF BOTTLES, CARVINGS,
SCREENS, and other CURIOS, &c.
Catalogues will be issued prior to Sale.
On View from FRIDAY, the 12th February.
TERMS OF SALE:—As customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 11th February, 1897. [284]

FOR SHANGHAI.
THE Steamship
"NANYANG,"
Captain Th. Lehmann, will be despatched for the
above Port on SATURDAY, the 13th instant, at
4 P.M., instead of as previously advertised.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, 11th February, 1897. [267]

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship
"SIKH,"
Captain Rowley, will be despatched as above
on or about THURSDAY, the 18th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th February, 1897. [282]

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Hongkong, 11th February, 1897. [282]

To-day's Advertisements.

STILL TRIUMPHANT!

WILLISON'S CIRCUS

EVERY EVENING AT 9 P.M.

MATINEES.
WEDNESDAY AND SATURDAY AT 4 P.M.
Doors Open an hour earlier.

THE JAPANESE
in their Wonderful and Daring Feat, Catching a
Musket Ball which has been fired off by
one of the Audience—a truly Startling Act.

For the First Time the
AMERICAN RIDING MACHINE,
Illustrating how little Children are taught to
Ride in the Circus.

Conclusion of the
GREAT BOXING CONTEST
— CASH PRIZES — \$30

FRIDAY
SECOND FASHIONABLE EVENING.
First Appearance of
F. L. Y. MARTYNE,
The People's Popular Philosopher.

SATURDAY, February 13th.
— PERFORMANCES —
at 4 P.M. and 9 P.M.

NEXT WEEK
The Great International
TUG-OF-WAR
— CASH PRIZES — \$300
BERT WILLISON.

Hongkong, 10th February, 1897. [280]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM SHANGHAI AND KOBE.

THE Steamship

"MEDUSA"

Having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Undersigned before Noon on the
18th instant, or they will not be recognized.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 18th
instant will be subject to rent.
Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, 11th February, 1897. [234]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMAO,"

Captain Hall, will be despatched for the above
Ports on SUNDAY, the 14th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 11th February, 1897. [285]

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMAO,"

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the Lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
HONGKONG, 15th September, 1896. [6]

DEATH.
At the Government Civil Hospital, Hongkong,
on the 11th February, 1897, JACOB ALEXANDER
BEDFORD SHUSTER, the youngest son of the
late J. F. Shuster, of Hongkong; aged 4 years.

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THE L. & C. Express says:—The traffic
return of the Great Northern Telegraph Com-
pany show that the receipts in December, 1896,
amounted to £24,200; from January 1st to Dec-
31st, 1896, they were £285,800, against £312,400
for the corresponding period of last year.

It is said that the keen competition of bounty-
fed beet sugar in Europe renders cane planters
in Java anxious for the future. The *Sourabaya*
Courant points out that, if the planters only
practise the almost economy, adopt the most
approved methods of making sugar, and aban-
don unprofitable plantations, they can make
head against the beet-growers. Another element
of hope is the strong chance of a sounder sugar
policy gaining the upper hand in Europe.

THE cases heard at the Magistracy to-day were
mostly of an unimportant nature. No less than
30 Chinese were charged with keeping wine
without licenses from the Sanitary Board and
fines of \$2 and \$3 were inflicted. Hu Un, the
master of the *Wing Shin Hing* junk was fined
\$10 for cruelty to his cattle by "dumping" them
into the sea at Kennedy Town yesterday. It is
a pity that so few cases of shocking cruelty to
animals are brought to the notice of the
Magistrate.

THE steamer *Havel*, which arrived at New York
on December 22nd from Bremen, brought news
of the death of her late captain, Carl Jungst,
which occurred at Lehe, Germany, on December
11th. Captain Jungst was one of the oldest and
ablest captains of the North German Lloyd line
and was highly esteemed because of his sterling
qualities. He was born November 23rd, 1838,
made captain on September 23rd, 1878, and
commanded many vessels of the North German
Lloyd Co. He completed his 50th round trip
across the Atlantic in February, 1892, at which
time he was decorated by the German Emperor.

By the sudden death from apoplexy of General
Francis Amasa Walker, President of the
Massachusetts Institute of Technology, Boston
bimetallism has lost one of its staunchest cham-
pions. General Walker occupied a most dis-
tinguished position in the economic world in
Europe, as well as in America. In his own
country he was recognised as the leading
authority on economics. His last public ap-
pearance in England was at the annual meeting
of the Bimetallism League in London in July last,
when he delivered an address which attracted
much attention. He advocated bimetallism on
international lines.

SHORTLY after 1 p.m. to-day a fire broke out in
the first floor of a family house No. 24 Cross
Street, Wanchai, Inspector Mann and the men
of No. 2 Station were promptly on the scene, and
soon had the flames in check. Fireman Dickson
particularly distinguished himself and a detach-
ment of Asiatic Artillery under Captain Barney
was also on hand. Assistant Superintendent
Concoran with his men were also present. But
for the good work of the detachment the fire
would have been a very serious matter. As it
is the whole of the rooms on the first floor, with the
contents and matchboard walls, have been
destroyed. The property was not insured.

YESTERDAY the lowest temperature 45 deg., re-
corded this winter in Hongkong was reached, and
we hear that the inhabitants of the Peak District
this morning found ice on water exposed to the
fresh air during the night. A temperature of
45 deg. certainly seems exceedingly low in Hong-
kong, and what would be the effect of it when
below zero we can only imagine, especially when
one takes into consideration the draughtiness
of Hongkong houses. It is to be hoped this
cool, bright, bracing weather will continue over
the race-meeting next week and thereby con-
tribute in no small measure to the enjoyment of
all who take part in our great annual carnival.
Present prospects favour hopes that we shall
have fine weather and a flying course this year.

THE work of filling in the odorous
mud swamp which lies to the westward of old
Pedder's Wharf is at last being taken in hand.
This morning we counted no less than six coolies
employed on one and the same time on this exten-
sive and very necessary work. We must really
congratulate the Reclamation authorities on
having at last grasped the fact that this portion
of their huge undertaking requires pushing
forward with all despatch, while doubtless those
whose business compels them to reside in this
locality will rejoice at the prospect of having
firm ground to gaze and walk upon some twenty
years hence, provided that they have not
previously succumbed to the effects of the
pestilential exhalations arising from this disgust-
ing swamp during the progress of the work.

THE authorities have been racking their greatly
overworked brains again to discover some
method by which the numbers of the chair and
ricksha coolies should be properly displayed
on their persons. Their latest departure in this
direction is in the shape of a large bamboo hat
with a red top and blue brim. The number is
painted on the brim in white figures so that
altogether the hats add quite a pleasing touch
of colour to the grimy clothing of the coolies.
May we be allowed to point out, however, that
everyone is not over six feet in height
and therefore the short folk can only take
the number of a coolie by requesting
him to be seated or to *how-low* while
they do so. Then, too, suppose the hats
get mixed and a coolie walks off with the
wrong number, some unoffending individual may
be arrested or have his license cancelled for an
act which he never committed. Most of our
readers will remember the coolie strikes that arose
some time ago from the authorities compelling
the coolies to wear numbers on their backs, and
possibly the new hat order may produce a similar
effect, though it is to be hoped not. If a little
more attention were paid to the state of the vehi-
cles, the physique, and the behaviour of the coolies
the public could very well dispense with the
numbered *chopans*, which can only be properly
appreciated when looking down upon them from
the elevation of a first floor verandah. It may
be added that it would be well were the police a
little more careful about the numbers on the foot-
boards of rickshas. As a rule they are so dirty
that it is most difficult to distinguish the figures.

AN improved gun for mountain artillery in India
has been produced, and has now reached the
experimental stage. It is a breech-loading cen-
tral fire 12-pounder, weighing about the same as
the present gun. It fires a shell of from 7 lb. to
8 lb., and is constructed in two pieces. It is
short and howitzer-like in appearance and effect.
As yet the gun has not reached any of the bat-
teries concerned, and it is impossible therefore
to ascertain much as to its merits or demerits.

THE Admiralty have decided to remove from the
effective list of the Navy the turret ship *Prince*
Albert, named in honour of the late Prince
Consort, built at Simoda's yard, Poplar, in 1864
at a cost of nearly £100,000. Her maintenance
and repairs have amounted to £50,000. After
being employed on special service in home
waters for seven years she was laid up for five
years, then was commissioned for six months,
and her only service after that

THE SEISMIC WAVE RELIEF FUND.

COMMITTEE'S REPORT.

We have received from His Excellency the Governor the following correspondence for publication:—

Kobe, Japan, February, 1897.
Sir,—I have the honor to present herewith to your Excellency, on behalf of the Tidal Wave Relief Committee, their final report and copies of audited statements of accounts, together with a summary of disbursements, all of which will meet with your Excellency's approval.

I avail myself of this opportunity to express on behalf of the Committee our appreciation of your Excellency's distinguished co-operation.

I am, Sir,
Your most obedient servant,
J. H. HAPPEL,
Hon. Secretary and Treasurer,
His Excellency Sir William Robinson, K.C.M.G.,
F.R.G.S., Governor, Hongkong.

(Enclosure.)
This Committee was elected at a public meeting held in Kobe on June 25th, 1895, to raise funds and consider the best means of affording relief to the sufferers from the great Tidal Wave on the North-East coast of Japan. The Committee thus elected notified the Committees of Shanghai and Hongkong that they were ready to receive and disburse any funds raised by them, and in response to their letters funds were sent them from both the above-mentioned committees.

Subscriptions were received from the date of the Committee's organization up to September 3rd, when the books were finally closed. The work of disbursing the funds thus received was greater than at first expected, and, instead of completing the work by the end of the year, it is only now that the Committee report that their work is completed.

Mr. Sim personally visited the afflicted districts in July and August, discharging at that time part of the funds in cash and part in necessities. On consulting with the Governors of the Kanto and with other officials he was advised to keep back a great part of the funds, to supply the wants which the advent of cold weather would aggravate. On his return, at a meeting held on the 21st August, it was resolved to purchase further supplies, and to order winter clothing, etc. After placing the order a series of storms and floods not only delayed the execution of the orders, but damaged the railroad lines to such an extent that transportation facilities were seriously interfered with and the work of the Committee was unavoidably delayed. Mr. Sim therefore made another trip to the scene of relief in November, then arranging for the receipt and distribution of the goods, and late in December, after many disappointments and delays, the last shipment was made.

The financial statements and summary of expenditure, appended, need no explanation, except it may be of interest to state that where cash was given Mr. Sim took a receipt from each individual to which the receipt was duly added as part of the account. When it is considered that nearly two-thirds of the funds were expended in goods necessitating distribution in localities deficient in transportation facilities, some idea may be arrived at of the work which has delayed the rendering of the account. The Committee, therefore, feel that special thanks are due to Mr. Sim, who at great personal discomfort at his own expense, amidst much discomfort, and hardship in travelling, so ably, thoroughly and wisely distributed, or arranged for the distribution of, cash and goods in such manner that the donors can feel confident that everyone who received aid was in actual distress and that not a dollar was ignorantly or carelessly squandered on undeserving recipients.

To Messrs. Death, Leus and Sim, as purchasing sub-committee, are also due the best thanks of the Committee for the careful intelligence and economical methods by which the money was expended. The Committee have great satisfaction in reporting that not only the people relieved, but the officials, have expressed in warmest terms their deep appreciation and gratitude for the aid given. Would space permit, letters from the Governors of the two prefectures, and from officials, villages, headmen, etc., could be published, but it must suffice to offer thus publicly the thanks of the recipients to all the generous donors. This appreciation and the unflinching courtesy and accommodation afforded the Committee in carrying out its work, has been one of the pleasing features of the work, and no doubt a great bond between varying nationalities, will be a lasting result of this practical exhibition of sympathy with the suffering. It is worthy of especial notice that China and Japan, lately at war, have been drawn together by the contributions of Chinese to the relief of Japanese.

The Committee's thanks are due and herewith promptly tendered to the *Kobe Chronicle* for promptly handing over a subscription list obtained by it for aid for assistance in collecting the same as well as for the many favors shown in printing subscription forms etc. to the *Kobe Chronicle* for its generous advertisement, reports of subscriptions and other courtesies to the Hongkong and Shanghai Bank and the Chartered Bank of India, Australia and China for kindly assistance in collecting and transmitting funds to the Nippon Yusen Kaisha and the Government Railway for reduction in transportation rates and to all who have aided Mr. Sim in the duties of distribution. While actively engaged on this committee no member has been called away from his duties, bringing forcibly to the minds of his colleagues the uncertainty of life. The Committee desire to place on record the profound grief, the deep sense of loss caused by the death on January 18th of Mr. C. P. Hall. By his long experience of this country, his intimate knowledge of the people and their language he was of valuable assistance, and by his personal character commanded the respect of those who were associated with him. The Committee hope that their trust has been discharged satisfactorily to all subscribers and in disbanding feel that their work has had its recompense in the consciousness that human suffering has been relieved in a measure. It has been a privilege to be the almoner for such prompt and generous givers, and while they hope that this nation may be spared any repetition of such a widespread disaster at the same time they cannot but hope that the traditional generosity of the dwellers in the Far East may never be found wanting, but may always be as magnificently exhibited as it has been in the year 1895 for the relief of the Tidal Wave sufferers.

J. S. HAPPEL, Chairman.
J. S. HAPPEL, Hon. Sec. & Treasurer.
H.L.G.M.'s Control R. VON KRECKE,
Chairman.
Rev. Bishop ARDREY.
Rev. J. L. ATKINSON, D.D.
A. DEATZ, Esq.
T. LEVY, Esq.
A. C. SIM, Esq.
J. S. HAPPEL, Esq.
Hon. Sec. & Treasurer.
Kobe, Japan, Feb. 1st 1897.

The statement of account, which is a very long one, some forth that \$15,000 were received and a similar sum expended on fishing nets, hats, blankets, clothing, carpenter's tools and numerous sundries, including food for the unfortunate people.

THE VOLUNTEERS' BALL.

Last night the members of the Hongkong Volunteers Corps gave their annual ball in the City Hall, and the success of this popular function was evidenced from the first, all ranks, from the Major Commanding down to the most humble of signallers, uniting with the utmost heartiness to do credit to the occasion. The decorations were particularly fine and did all credit to our citizen soldiers. The entrance to the hall was beautifully decorated with ferns, palms and bamboo, and (Gunner Bridger's) taste in the arrangement of the electric lights was a theme of general admiration. On the first landing there was a capital representation of a sand-bagged fort, armed with Maxim guns and the flag of the Corps was prominently hoisted. Besides the Maxim guns some of the Governor's "pounders" were also placed in position along the staircase, and stars of long infantry bayonets, such as immortalized "the thin red line," made effective wall decorations. The ball rooms were draped with flags of all nations in excellent style, the blue-jeckets from H.M.S. *Victor* Emanuel carrying out this work in a most commendable manner. At the head of the staircase and in other points of vantage were small brass cannon mounted on stands, such as the American warships once used to carry for sailing purposes. In the ball room there were stars of caligres and lances and the artistic disposal of bunting here and on the balcony made a charming *tout ensemble*. The Theatre was for the nonce used as a supper room while the library afforded ample scope for those who cared for a quiet hand at whist, euchre, or nap.

Shortly after 9 o'clock His Excellency Major General Black arrived at the Hall and was received by a guard of honour from the Maxim and Field batteries. A little later His Excellency the Governor entered the hall and was received with full military honors, the officers and men of the corps mustering in strong force, and presenting a very smart and soldier-like appearance. A number of the members of the Corps wore medals won in England's wars, and Mr. J. J. Francis, Q.C., an ex-Captain of the Corps, and who has ever taken a deep interest in the volunteer movement, was also present in uniform. There were altogether about 700 people present and among them were Sir J. W. Carrington (Colonel Commandant) Capt. Chapman, Captain Henderson (Master Attendant), Lieut. Maclellan, McDonald, and Willey, Com. Shakerston (Naval), officers of the West Yorks, Royal Artillery, Royal Engineers, and also officers from the foreign warships. The West Yorks band supplied excellent music under the direction of Bandmaster Bentley and the splendid time and artistic execution of the players largely added to the success of the gathering. A word of praise is due to Q. M. S. Coyle and Gannan W. Humphreys and Wm. Thompson for their very artistic work in decorating the hall and its approaches. Taken altogether the Volunteer Dance was a complete success, for there were present about 600 guests, and everything went off as a marriage bell throughout. It reflected the greatest credit upon all concerned. The supper was served in the Theatre and the following was the menu:—

Roast Turkey	Bowls
Roast Chicken	Salads
Roast Beef	Sanwiches
Roast Ham	Pate de Foie Gras
Roast Lamb	Saddle of Mutton
Roast Pig	Coned Tongue
Roast Chicken	Coned Turkey
Roast Ham	Game Pie
Roast Pig	Lamb Stew
Roast Chicken	Coned Tongue
Roast Ham	Coned Turkey
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Intimations.

HSYM HWH DNILVIMWLS SNIKLVM

WATKINS & CO.
Sole Agents in Hongkong and the Empire
of China
SCOTT & BOWNE, LTD.
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WATKINS & CO.,
Special Terms offered to Dealers.
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COMPOUND SYRUP OF THE HYPOPHOSPHITES.

THE CLUB HOTEL,
5, BUND, YOKOHAMA.
HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.

**DR. KNORR'S
ANTIPYRINE**

patented

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea to 1 to 2 per cent. solution possesses a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

THE GRILL ROOM,
8, QUEEN'S ROAD.

THE LEADING CATERERS

ON

TUESDAYS,

GREEN TURTLE STEAKS for DINNER.

GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS a Speciality.
Hongkong, 14th December, 1896.

Shipping.

STEAMERS.

NORDEUTSCHER LOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"JOHN ZOLLERN."

Captain H. Blecker, will leave for the above Ports on or about FRIDAY, the 12th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th February, 1897. [228]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PRIAM."

Captain Jackson, will be despatched as above on SATURDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th January, 1897. [218]

NORDEUTSCHER LOYD.

NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship

"PREUSSEN."
Captain P. Weill, due here with the outward German Mail about the 11th instant, will leave for the above place about SUNDAY, the 14th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th February, 1897. [228]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU."

Captain Jones, will be despatched on TUESDAY, the 16th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th February, 1897. [201]

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"TOKIO MARU."
Captain E. S. Barrow, will be despatched for the above Ports TO-MORROW, the 12th instant, at Noon.

This Steamer is fitted with Superior Passenger Accommodation, and a duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 11th February, 1897. [242]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.
THE Company's Steamship
"STRATHGAY."
Commander McKinnon, will be despatched as above TO-MORROW, the 12th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 11th February, 1897. [146]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHELYDRA."
Captain R. Cass, will be despatched as above TO-MORROW, the 12th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1897. [260]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Company's Steamship
"ONSANG."
Captain J. Young, will be despatched as above TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th February, 1897. [252]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"SUNGKIANG."
Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1897. [275]

THE Company's Steamship
"PORT ADELAIDE."
to sail about 12th February, 1897.

S.S. "ENERGIA," to sail about 22nd February, 1897.

S.S. "STRATHLEVEN," to sail about 7th March, 1897.

S.S. "MACDUFF," to sail about 22nd March, 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 22nd January, 1897. [176]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"ZAFIRO."
Captain Cobban, will be despatched for the above Port on SATURDAY, the 13th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th February, 1897. [278]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.
(Calling at TUTUCORIN on the homeward voyage.)

THE Company's Steamship
"MIKE MARU."
Captain P. H. Goring, will be despatched as above on WEDNESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 27th January, 1897. [193]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"NINGCHOW."
Geo. Castle, Commander, will be despatched as above on or about the 8th March.

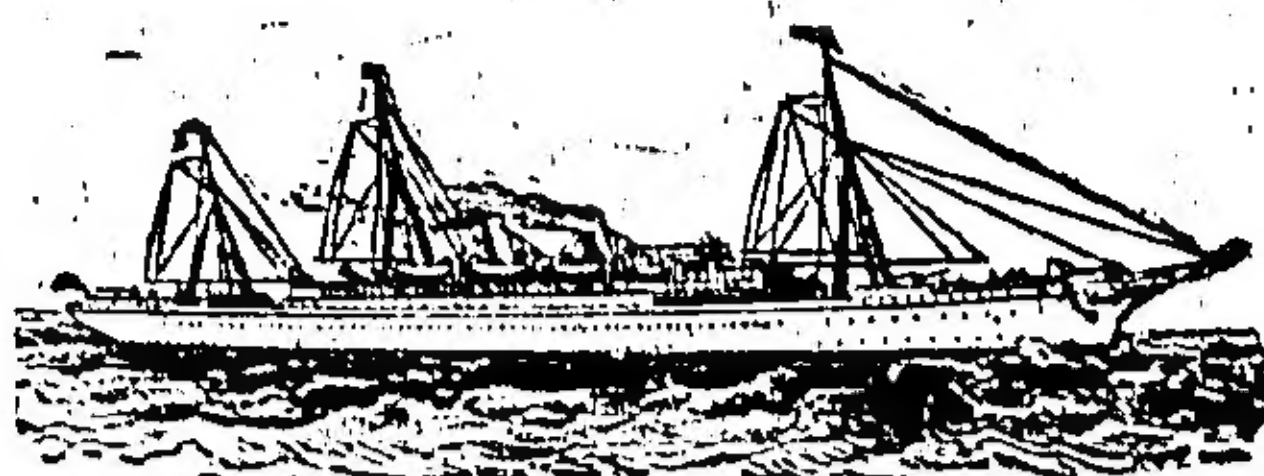
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 10th February, 1897. [274]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 17th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$150.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddar's Street.

Hongkong, 20th January, 1897. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 13th Feb., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 13th March, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 21st April, at Noon.

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 12th February, 1897, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Circular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th February, 1897. [16]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION KID HART BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
& O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 10th February, 1897. [19]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar 1,361 Tons Tuesday ... Feb. 12.
Tacoma 1,540 Tons Tuesday ... Mar. 2.
Victoria 1,367 Tons Tuesday ... Mar. 23.
Olympia 1,668 Tons Tuesday ... April 13.
Braemar 1,361 Tons Tuesday ... May 4.

THE Steamship
"BRAEMAR,"
Captain Porter, sailing at Noon on THURSDAY, the 12th February, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 4th February, 1897. [4]

NORDEUTSCHER LOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia Tuesday ... 22nd March.
Sachsen Tuesday ... 30th March.
Bayern Tuesday ... 27th April.
Prima Heinrich Tuesday ... 12th May.

ON TUESDAY, the 2nd day of March, 1897, at 4 A.M. the Company's Steamship "PREUSSEN," Captain F. W. Wenzel, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 2 feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 3rd February, 1897. [228]

SAILING VESSELS.
FOR SAN FRANCISCO.

THE British Bark
"SUMBAYA,"
Rehberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 7th December, 1896. [66]

FOR NEW YORK.
THE 3/3 A.L.L. American Ship

"BENJAMIN SEWALL,"
Sewall, Master, shortly expected from Shanghai, will load here and will be despatched by and of February.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 6th January, 1897. [101]

FOR SAN FRANCISCO.
THE 100 At British Ship

"FALLS OF DEER,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 4th February, 1897. [244]

FOR SAN FRANCISCO.
THE American Bark

"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 10th February, 1897. [279]

Printed and Published by CHESNEY DUNCAN at No. 4, Piddar's Hill, in the City of Victoria, Hongkong.